

THE DELAWARE AND HUDSON RAILROAD BULLETIN

*The
D&H*

JUNE 1, 1930

SUSQUEHANNA RIVER
NEAR MILFORD, N.J.



Be the Best of Whatever You Are



*I*F you can't be a pine on the top of the hill
Be a scrub in the valley—but be
The best little scrub by the side of the rill;
Be a bush if you can't be a tree.

*If you can't be a bush be a bit of the grass,
And some highway the happier make;
If you can't be a "muskie" then just be a bass—
But the liveliest bass in the lake.*

*We can't all be captains, we've got to be crew,
There's something for all of us here.
There's big work to do and there's lesser to do,
And the task we must do is the near.*

*If you can't be a highway then just be a trail,
If you can't be the sun be a star,
It isn't by size that you win or you fail—
Be the best of whatever you are.*

—DOUGLAS MALLOCH.



The
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The
DELAWARE AND HUDSON RAILROAD

CORPORATION

BULLETIN

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Albany, N. Y., June 1, 1930

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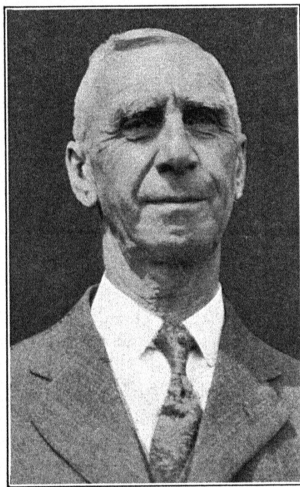
Rafted Logs Down The Delaware

Thrifty Agent Also Operated Grist Mill at Center Village in Spare Time

IN this day when opportunities to safely invest money at from four and one-half per cent in savings banks, to five or six in good bonds, are almost without number, there would be much less cause for financial worries if people would only cultivate the habit of saving at least a small part of their pay each month. When I first went to work with the Delaware and Hudson at Center Village," says GEORGE LIVINGSTON, retired Agent and Telegrapher, "I received \$40 a month. At that time I was married and had one child. Nevertheless we decided that no matter what our needs were we would always put away part of my pay for a rainy day. It was hard to do it and yet, by spending what money we had carefully, we were able to live comfortably and buy a home of our own. From that first pay day until I retired we saved something every month."

The thrift habit was perhaps not so hard for MR. LIVINGSTON to learn as it might have been for more prodigal families, however, for he had been taught economy at home from his boyhood days. GEORGE had been born at Brahmans Corners, in Montgomery County, N. Y. in 1854, the son of a carpenter and stone-mason. When he

was five years old his father decided to go west in search of more profitable employment, finally settling in Illinois. After three years, in which they found conditions even worse than at home, the family returned to New York State.



GEORGE LIVINGSTON

GEORGE'S opportunities to secure an education were also limited to a few years in a small country school. There were no high schools for miles around, and after completing the course in a district school, the twelve year old lad went to work to assist his father in providing for the family. The following year they again moved, this time to Basket, N. Y., a tiny community situated at the junction of Basket Creek and the Delaware River.

Here GEORGE secured his first steady employment in a saw mill, run by water power from the river. At that time lumber camps were scattered over all the surrounding country. The timber was hauled to the mill to be "peeled" and cut into

"rafting lumber." The bark was ground, and shipped to tanneries, where it was used in the process of tanning hides. "Rafting lumber" was the term used for logs which had been cut into suitable lengths for making rafts to be floated

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downstream to Trenton or other cities where there was a market for the lumber.

After he had worked in the mill for some time, GEORGE was permitted to make several trips down the river. The rafts, which varied in length up to 100 feet, or more, were manned by a crew of five men, under a "steersman," who knew the channel. Usually there were two men at the head of the raft and three in the rear. Each had an oar, approximately 30 feet in length, with a blade twelve feet long and from ten to twelve inches wide, with which to help guide the raft. While traversing rapids the steersman's orders frequently could not be heard over the roar of the stream; then they had to be guided by signals.

Riding down the river on a raft was a hazardous occupation for it was relatively easy to slip off the wet, skinned logs. To fall into the river meant almost certain death under the great hulk of the raft. Frequently the combined efforts of the five men were insufficient to steer it clear of a bridge pier, in which event the bridge was apt to collapse under the force of the impact. This, together with the likelihood of grounding on the shore, made rafting a most thrilling experience.

In 1874 the Livingston family moved to Cascade Valley, near Windsor, where GEORGE was married three years later. His father owned a saw mill in which GEORGE worked part of the time, spending the balance on a farm. Neither of these two occupations satisfied his ambitions, however, and after visiting the Delaware and Hudson station at Windsor, he determined to become a telegrapher.

At that time the only recognized telegraph school was in Janesville, Wisconsin. Despite the distance and expense of the journey, GEORGE determined to attend the school, and in 1881, the year of Garfield's assassination, he made the long trip to Janesville. During the two days and nights consumed by the trip he had to get his meals as best he could while the train stood at stations, and sleep at night on the seats of an oil lighted day coach.

There were 100 pupils attending the school, graded from beginners up to those in the final 25-word-a-minute class. The new students were seated at a table by themselves where they practiced making dots and dashes, and learned the code. When they had mastered the operation of the key, two men were put at one table, one sending to the other. As progress was made, they were put in a group where one man sent while several others copied, each taking his turn at the key until the requirement was met.

Upon returning home he applied for a position

with Agent E. L. Barrett at Windsor. Although there was no vacancy at that time, he was told that he would be called when one arose. The following summer just as he was completing the haying on his farm, Mr. Barrett drove up to tell him that he could go to work at once as Agent and Telegrapher at Center Village. On August 1, 1882, therefore, Mr. LIVINGSTON first entered the employ of The Delaware and Hudson.

Then every northbound Pennsylvania Division train turned at Nineveh, the next station north. For that reason most of the train crews received orders at Center Village. Inasmuch as one locomotive could only handle 25 cars of coal, the principal commodity shipped over the Division, coal trains were run in sections. For instance "Coal 5" or "Coal 7," as the trains were known, would frequently run in three or four sections, each carrying green signals until the last section, without markers, arrived.

While at Center Village, Mr. LIVINGSTON began to invest his money in local enterprises. After paying for his home, he purchased the local coal business, a feed store, and a grinding mill. A few years later he was offered a grist mill on the other side of the river. While the mill was in perfect condition it was practically worthless because the dam which had formerly provided water power, had gone out some time before. Thinking that it might prove of value if another dam were built, he bought it at a very low price, late in the summer.

He threw up a temporary brush dam to start the wheels, thus producing sufficient power to do the grinding for the farmers that fall. In addition, he bought the farmers' surplus grain, which hitherto had been sold in Binghamton, Oneonta, or other cities, ground it into flour, and sold it at a profit. The following year he determined to build a new dam across the river where the old one had been. The residents of the town called it a foolhardy venture, for many others had built dams at the same place, only to have them washed out. Despite these forebodings he built a 553 foot dam across the river which stayed in.

By buying a wagon shop on the opposite side of the stream which owned water rights, Mr. LIVINGSTON obtained control of all rights at Center Vil-

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How callous, how cynical, some of the daily papers are! One of them, telling about a taxi-driver who found a pearl valued at \$10,000 in his cab, adds that, "thinking it was of no value, he gave it to his wife."

Adirondack Iron Ores

By J. R. LINNEY,

Vice-President, Chateaugay Ore and Iron Company

ONE of the most important iron ore deposits in the country is owned by the Chateaugay Ore and Iron Company and located at Lyon Mountain, N. Y., on the Chateaugay Branch of the Delaware and Hudson Railroad. This company owns many thousands of acres of land in the Adirondacks surrounding Lyon Mountain, all of which gives evidence of being iron bearing rock.

The Chateaugay Ore and Iron Co. is one of the Delaware and Hudson Company's most important subsidiaries, being responsible for approximately 8,750 cars, amounting to 420,000 net tons of freight, in and out of its operations each year.

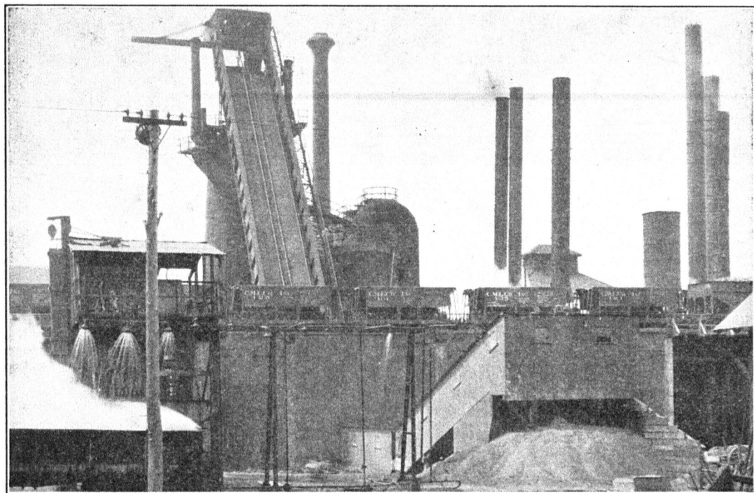
The existence of the Chateaugay Ore Bed was known for at least half a century before its active operations were begun. There are reasons to believe that iron ore was taken from these parts as early as 1803, and it is certain that in 1822, Lloyd N. Rogers, the owner at that time, was aware of the existence of a valuable iron mine on

his land, discovered, as the story goes, by one Collins.*

But the mine lay in the depths of what was then considered an almost impenetrable wilderness, and it was many years before any attempt was made to work it. Even after it was known, it excited little interest among capitalists, for the reason that it was so remote from lines of transportation, and lying in a region which abounded in natural obstacles, held to be practically insurmountable against the building of roads of any kind.

It was not until about 1868 that the first steps were taken towards utilizing this treasure, when Messrs. Foote, Weed, Mead and Waldo made a

(* Miss Mable Collins, a great grand-daughter of the Collins referred to above, has been a faithful and efficient employe in the writer's household during the past eleven years.)



Blast Furnace, Chateaugay Ore and Iron Company, Standish, N. Y.

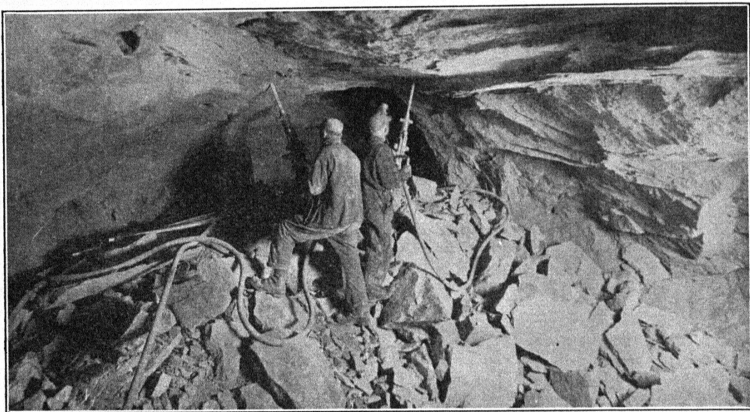
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contract with Edmund Law Rogers, of Baltimore, son of Lloyd N. Rogers, and soon after entered upon possession of the property. Not much was done, however, until about five years later, when the interest of the first company was transferred to the Chateaugay Iron Ore Company, composed of S. M. Weed, A. Williams, and C. F. Norton, and in the fall of 1873, the work of developing the property began.

A plank road was built from the Saranac River Plank road, branching from that road at Saranac Hollow, and running thirteen miles through dense wilderness to the ore bed, and thence northward to Belmont, at the foot of Chateaugay Lake, where a large Catalan forge had already been

ing the activities of the company since its beginning. Upon being asked why one of the old abandoned mines was called No. 82 mine, John promptly replied forty-one teams (82 horses) were used to haul the ore to the forge. However, it was learned later that the lot upon which the mine was opened was No. 82.

It was not until the organization of the Chateaugay Ore and Iron Company in 1881 that the business of working the Chateaugay ore bed was begun in earnest. The most modern and effective mine, hoisting and pumping machinery of the time was then introduced, with steam as motive power. Drilling machines were worked by compressed air; the ground was cleared of forest and



Mining Iron Ore 1600 Feet Below Ground, Lyon Mt., N. Y.

commenced, to be driven by the water power at the outlet.

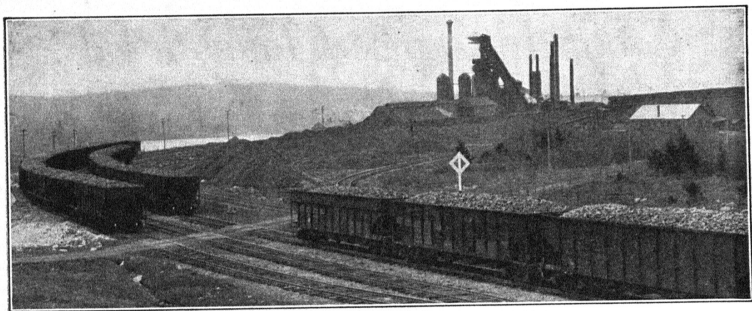
At that time there was only a small clearing in the dense forest, with a few log shanties, where the village of Lyon Mountain now stands. The ore cropped out abundantly on the surface and the work of getting it was simply quarrying, hand sorting, and hauling away with teams instead of mining and hoisting.

Several years ago the writer, endeavoring to obtain information relative to abandoned mines on the company's property, was advised to consult an old-timer, whose first name is John, and who having just rounded out some fifty odd years of service with the company, was supposed to have an answer for every question put to him regard-

thickly strewn boulders; houses, offices, machine-shops, and other necessary buildings were erected. The best approved patterns of charcoal kilns were built; roasting, stamping, crushing and separating machinery was introduced. A narrow gauge railroad from Plattsburg supplanted the plank road, and in May, 1883, Lyon Mountain had grown to a thriving village, the busiest spot in Clinton County.

The late Hon. John Moffett, who for a great number of years was president of the Plattsburg National Bank and Trust Company, told the writer the following story:

It seems that in the early 70's Mr. Moffett was General Manager of the Chateaugay Company's operations. His responsibilities as



General View, Chateaugay Ore and Iron Company, Standish, N. Y.

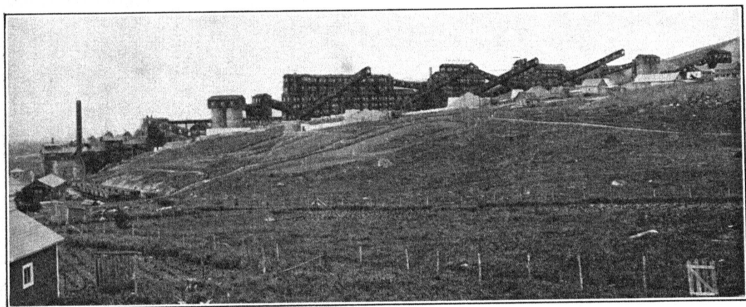
manager included the purchase of the company's supplies, the payment of the bills, the sale of products, and the collection of all money due the company. Shortly after the close of one successful year, the company having manufactured and sold some 4,000 tons of iron,* the late Hon. Smith M. Weed, president of the company, asked Mr. Moffett how much money the company made during the past year. The reply represented a very substantial profit. Mr. Weed promptly stated that he had been to see the bookkeeper and was quite sure that the books did not show net earnings any where near this amount. Mr. Moffett promptly replied that he did not care what the books showed; he had paid all of his bills and had that much money left in the bank.

(* The present output capacity of the company is 125,000 tons of iron per year.)

In 1903, the Delaware and Hudson Company purchased control of the Chateaugay Ore and Iron Company, and immediately replaced the narrow gauge railroad with a good firm standard gauge track from Plattsburg to Lake Placid, reducing as much as possible all curvature and grades. The large volume of heavy freight in and out of the Chateaugay Company's plant moves over this branch from day to day, regardless of weather conditions, without delay or interruption, which is a big asset to the Chateaugay Company in promptly supplying the large demand of its customers.

In addition to the rebuilding of the railroad, the Delaware and Hudson Company, through its engineers, conducted many scientific experiments at these operations, until today it has one of the finest, most economical and up-to-date mining,

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Sintering Plant and Concentrator, Lyon Mt., N. Y.

Group Insurance Claims Paid

Forty-six Life Insurance Payments Totaling \$94,100 Were Paid During Three Month Period

DURING the three months of February, March, and April a total of \$94,100.00 Life Insurance was paid to the beneficiaries of the policies of forty-six Delaware and Hudson employes under the Group Insurance Plan. Of this number six were on the pension rolls at the time of their deaths. In February fourteen claims were settled in the amount of \$23,400; there were eighteen payments during March amounting to \$27,000; and in April, the highest of the three, the total payment on fourteen claims was \$43,700.

The following individual payments were made:

NAME	OCCUPATION	LOCATION	DATE DIED	AMOUNT
Albanese, Domenic	Stationary Fireman	Oneonta	Mar. 6	\$1,600
Barnes, Cecil H.	Fireman	Binghamton	April 5	**5,800
Bowen, Joseph	Asst. Gen'l. Accountant	New York	April 4	500
Bradshaw, Michael	Hostler	Whitehall	Mar. 12	2,000
Bugbee, Elmer	Mason Foreman	Oneonta	Feb. 9	2,000
Campochiare, Angelo	Trackman	Kelley's	April 21	500
Carlson, Christopher	Engineer	Carbondale	Mar. 24	3,200
Cole, John H. (P)	Telegrapher	Tunnel	April 12	1,600
Cundy, Reginald	Trainman	Oneonta	Feb. 24	1,800
Davis, George F.	Crossing Watchman	Scranton	Feb. 16	1,000
Delello, Joseph (P)	Crossing Watchman	Afton	Mar. 18	1,000
Dillon, Michael	Cheek Room Attendant	Colonie	Mar. 31	1,000
Dow, Charles A. (P)	Engineman	Carbondale	April 12	2,200
Dowd, Chris B.	Crossing Watchman	Cohoes	Feb. 5	1,000
Eddy, Daniel	Engineman	Plattsburg	Feb. 17	**4,000
Elegy, Stephen	Conductor	Green Ridge	Mar. 16	2,600
Fitzpatrick, Edward J.	Engineman	Colonie	April 3	**5,800
Gibbs, Richard	Mason	Carbondale	Jan. 29	1,400
Grosfant, Orin B.	Trainman	Oneonta	Mar. 29	500
Hayes, Michael J.	Trainman	Binghamton	Mar. 10	1,400
Howland, John	Trackman	East Worcester	Mar. 27	1,000
Kane, Frank	Clerk	Albany	April 18	1,200
Kasaczon, Violet C.	Stenographer	Scranton	Feb. 12	1,000
Kelleher, Daniel C.	Crossing Watchman	Glens Falls	Feb. 4	1,000
Kelley, James	Crossing Watchman	Green Ridge	Feb. 8	1,000
Lewsley, Charles S.	Engineman	Carbondale	April 6	5,200
Lord, Thomas	Trainman	Oneonta	April 24	2,200
Lycett, John C.	Crossing Watchman	Saratoga	Mar. 8	*2,000
Lynn, James J.	Crossing Watchman	Archbald	Mar. 15	1,000
MacKenzie, William	Chief Clerk	Colonie	April 2	2,800
Maloney, Stephen F.	Foreman	Albany	Mar. 14	2,000
Mangan, Owen (P)	Watchman	Carbondale	Jan. 28	1,400
Maschak, John	Mine Cave Watchman	Moosic	Feb. 21	*2,400
McHugh, William M.	Janitor	Scranton	Jan. 13	1,000
McIntosh, Belle I.	Clerk	Oneonta	April 4	1,000
Mitchell, Thomas	Trucker	Albany	April 13	1,000
Olver, Edwin	Engineman	Carbondale	Mar. 18	**5,600
Powell, Thomas	Crossing Watchman	Dickson	Jan. 16	1,000
Ricketts, Thomas T. (P)	Engineman	Albany	April 17	*6,200
Sheehan, Joseph	Carpenter Helper	Carbondale	Feb. 12	*2,400
Sill, William C.	Assistant Supervisor	Albany	Jan. 18	2,800
Thornburn, William (P)	Coach Carpenter	Oneonta	April 6	2,000
Washburn, Joseph	Fire Patrolman	Corinth	Mar. 20	1,000
White, Fred H.	Division Clerk	Albany	Feb. 9	1,800
Whitman, Charles N.	Switchtender	Rouses Point	Mar. 20	1,600
Winslow, Charles	Section Foreman	Corinth	Jan. 28	1,600

Total, \$94,100

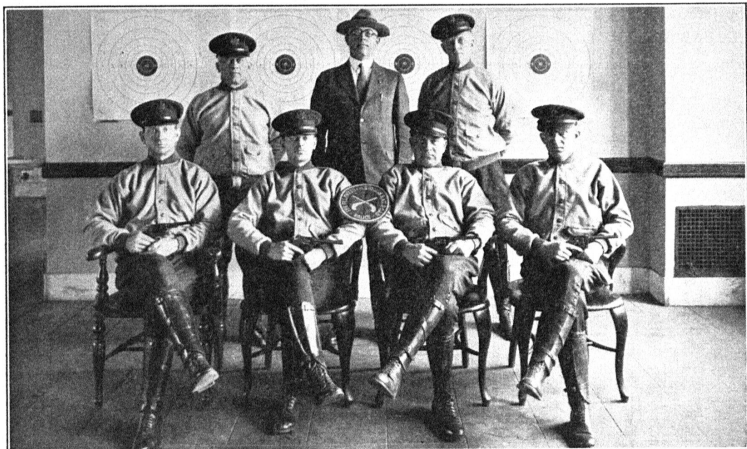
(P) Denotes pensioned employee.

* Double the face of the policy paid under Accidental Death and Dismemberment clause.

** Includes \$3,000 under Engineer's Special Offer in addition to regular Life Insurance.

Police Pistols Win Another Match

Marksmen Take Two Cups In Invitation Tournament At Glens Falls



DELAWARE AND HUDSON POLICE PISTOL TEAM

Seated, (left to right) L. B. Pennington, B. R. Masko, H. J. Russ, Leo Gratkofsky.
Standing, Inspector J. P. Andres, Chief F. A. Thiessen, Lieut. C. W. Bentley.

WHY should a railroad police department devote the time and expense necessary to maintain a first class pistol and rifle team? It is a fact that a railroad policeman's revolver is seldom if ever used while on duty. One member of our force who has been in the service for 22 years has never once used his weapon. On the other hand another officer had to use his in self defense during his first two months in the Department when attacked by three well-armed thieves. However, our Police officers are under strict orders to the effect that "weapons will not be drawn except in emergencies, usually arising under one of the following conditions: self defense, when attacked and in order to escape death or serious bodily harm; and to prevent an escape in serious cases and when all other means have been exhausted." In fact it is considered amateurish to draw a gun except in these two instances or for inspection by a superior officer.

There are two reasons for pistol practice, the first and perhaps the most important of which, is the respect it instills in the minds of criminals. If law-breakers know that the railroad's property is protected by a force of men who can use a weapon with telling effect if necessary, they are going to find other fields for their activities. Moreover, there is probably no class of men who have more respect for good marksmen than the criminally minded element. They know that when they are ordered to stop by such an officer it is little short of suicide to refuse. Furthermore, so large a percentage of the criminals arrested by railway police officers are sent to prison that they know that railroad robberies do not pay. This accounts for the fact that many of the gangs which once raided freight cars in our yards no longer molest railroad property.

Of equal importance is the second reason for

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PUBLISHED semi-monthly by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

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Not Appreciated?

AT a recent meeting of railway magazine editors the statement was made that railroaders as a whole do not appreciate art. Cases were cited to show where there had been severe criticism of certain artistic efforts because of the existence of what were termed minor defects. In one instance a crew was posed in the cab as the engine went racing ahead over the rails—with the reverse lever pulled all the way back! Another scene showed telegraph wires so slack that the linemen protested having their handiwork so maligned. To the artist these were but minor imperfections and the critics thus showed lack of appreciation of his work.

It is interesting to relate that the meeting forcefully took issue with the statement that railroaders do not appreciate art. On the contrary, it was pointed out that they "know their stuff", so things must be right.

Railroad operation necessitates strict observance of rules; either a thing is right or it doesn't go. A car or locomotive cannot be operated even though it may be nicely painted and presents a handsome appearance if it has a bad wheel or some other almost imperceptible defect.

Sometimes, like the artist, we get the idea that our work is not appreciated. What is the answer? Why not look it over for "slack wires" or other imperfections? The man we are trying to please "knows his stuff" just like all the rest of the railroaders. So, instead of saying, "the boss doesn't appreciate me", why not look over the situation, considering the most important things first, but later checking the details.

A "what's the matter with this picture" attitude may even help to pick up your loose ends before anyone else notices them sticking out—and that won't hurt a bit.

Yes, railroaders are appreciative of art, regardless of the form it may take—but they won't stand for any "faking".

Looking Backward

IN thumbing the pages of the early history of our company it is noticed that, on June 5, 1830, Walter E. Morris was appointed Agent at Albany for the sale of "D. & H. Anthracite".

On June 25th of the same year the steamboat *Legislature* was employed to tow the barge *Lackawanna* for the season, at \$150.00 for each round trip.

Permission was granted to the State of Pennsylvania on June 30, 1830, to connect its Delaware canal with the Company's canal.

A short time afterward, July 31, 1830, the price of anthracite at Honesdale was fixed at \$4.50 per ton, to be transported on the canal free of toll. At the same time the employment of agents to sell the fuel in New York City was authorized.

A few more smiles of silent sympathy, a few more tender words, a little more restraint in temper, may make all the difference between happiness and half happiness to them I live with.—*Stafford Brooks.*

The Altamont "Scoop"

FOR many years residents of the territory to the south and west of Albany were transported between their homes in the suburbs and their places of business in the city by the shuttle train which came to be familiarly known as the Altamont "Scoop".

With the coming of the automobile and improved roads its patrons gradually deserted the train that had served them so long and faithfully in all winds and weathers, until the operation became a philanthropic expression on the part of the railroad. When the facts in the case were placed before the Public Service Commission an order was issued which permitted the railroad to discontinue operating the train after April 30th.

That this faithful friend of fair weather and foul might not pass into oblivion "unwept, un-

honored, and unsung", J. T. CONNORS, Poet Laureate of The Delaware and Hudson Veterans, took his pen in hand to produce the following poem which we reprint through the courtesy of The Knickerbocker Press:

The Passing of the Altamont Scoot

*The Altamont Scoot is a thing of the past,
Gone is the four forty-four.
The autos and buses have "bumped" it at last
And its whistle we'll hear never more.
For many long winters it plowed thru the snow,
In summer it scorned the rain;
It was always on time as we sped to or fro
On that little old Altamont train.*

*No longer we'll sit in the smoker and talk
With the men who live out on the line.
If we don't like the buses we're privileged to
walk,
But the latter we'll have to decline.
No more will we hear the loud tone of its toot,
Or enjoy its sweet echo's refrain.
No more will the bungalow owners commute,
On that little old Altamont train.*

*No more will we hustle on down to the station
To catch the five ten for our home.
No more comes the feeling of exhilaration
As it did when we sped thru the gloom.
No more will we settle ourselves down to read
In a soft cushioned seat by the door.
Or puff the old pipe as we go at full speed,
For the Altamont Scoot is no more.*

*On the bus there's no rack for your bundle to
store,
Or a place for your hat or your wrap.
And there isn't much room underneath on the
floor
So you'll have to hold them on your lap.
We can't light the pipe, for no smoking's allowed,
And there's no one with whom we'd dispute.
Every morning and night we shall miss the old
crowd
That rode on the Altamont Scoot.*

*We'll cherish in memory, its honored career,
While on this old earth we reside.
And our thoughts will go back to the glad yester-
year
As home on the buses we ride.
When we think of the comfort we used to have
then,
Our tears we can hardly restrain,
And we mourn its passing, for never again
Will we ride on that little old train.*

Pilgrimage To Wyoming Valley

THE annual pilgrimage of the members of the Forty-Year Group of The Delaware and Hudson Veterans' Association will carry them to Wilkes-Barre, Pa., from which point they will visit the Wyoming Monument, erected at the scene of the famous massacre, and other places of historic interest in Wyoming Valley, June 13 and 14. Members from Albany and points north will leave Albany on Train No. 308 Thursday, June 12, going directly to Wilkes-Barre. All employees having 40 years' service with the company are eligible for membership in the Group.

The invitation to make the trip was extended by the Wyoming Valley Chapter of the Daughters of the American Revolution and the Wyoming Historical Geological Society, through Mrs. R. L. Wadhams, regent of the former organization. N. S. BURNS, Pennsylvania Division Rules Examiner and a resident of Wilkes-Barre, is in charge of the local arrangements. Other members of the committee are: D. F. WAIT, M. F. CLUNE, H. N. ATHERTON, E. J. BRENNER, and J. B. SAMPSON.

Veterans Hold Memorial Service

MORE than 500 members of The Delaware and Hudson Railroad; Delaware, Lackawanna, and Western Railroad; New York, Ontario, and Western; and Erie Railroad veteran associations and their families were in attendance at the third annual joint service held in the First Presbyterian Church, 42 Chenango Street, Binghamton, Sunday afternoon, May 11, in memory of the veterans of those four railroads who died during the past year.

The meeting was opened with an organ recital by Francis Frank at 3:15 P. M., followed by a hymn and Scripture reading by D. O. COLBURN, joint ticket agent of the Erie and Delaware and Hudson Railroads at Binghamton. Several selections were then rendered by a mixed quartette consisting of Marion M. King, soprano; Esther D. Frank, alto; Robert D. Truesdell, tenor; and Paul S. Sprout, bass. At this time the roll of deceased members was read by officers of each of the railroads represented, the Delaware and Hudson being called by PRESIDENT H. N. ATHERTON of the Veterans' Association. Following a tenor solo by R. D. Truesdell, the memorial address was made by Dr. Murray S. Howland, pastor of the church. Dr. Howland paid tribute to railroad veterans, describing them as "an hon-

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ored body of men, charged with the responsibility of keeping the wheels of transportation turning, who, in performing this exacting and sometimes dangerous duty, had learned the true meaning of faithful service."

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(Continued from page 164)

lage. Some years later he sold out to the Binghamton Power and Light Company, whose engineers said that he had the best power plant between Binghamton and the dam at Colliers. In 1892, the year of the great financial panic, Mr. LIVINGSTON withdrew his money from the bank for fear that it would fail, and invested it in a large farm. This he owned until 1910, when he sold it before taking over the agency at Windsor.

While at Windsor, MR. LIVINGSTON saw a most unusual derailment. A car in the middle of a southbound train left the rails on the switch at the north end of the siding. The cars in front of and behind it remained on the rails while it bounced back and forth on the ties, shearing off a number of angle bar bolts. Just as he was running out of the station to attempt to signal the conductor, it struck the planking on the road crossing, and bounded back on the track. Even the section foreman was skeptical about the truth of the Agent's story until he examined the track himself.

MR. LIVINGSTON is enjoying unusually good health for a man of his years. During the summer months he resides in Windsor and spends his winters in Florida. "No matter what a man's occupation is," says MR. LIVINGSTON, "he can afford to retire and take things easy when he reaches seventy, if he will only make a practice of spending a little less than he makes, and saving the rest."

He has three daughters and one son, all of whom are married. The son, G. F. LIVINGSTON, is now agent at Center Village, in the same station where his father entered Delaware and Hudson employ, nearly 50 years ago.

Employee: "I came to ask if you could raise my salary."

Boss: "This isn't pay day."

Employee: "I know that, but I thought I would speak about it today."

Boss: "Go back to work and don't worry. I've managed to raise it every week so far, haven't I?"—*Clipped.*

Adirondack Iron Ores

(Continued from page 167)

concentrating, and smelting plants of its kind in the country.

The crude iron ore as it comes from the mine contains about 28 per cent iron. Being magnetic, it lends itself readily to magnetic separation. The ore from the mines is sent to the concentrator where it is crushed until the rock particles are broken from the iron ore particles and is then passed over magnetic separators where the ore is separated entirely from the rock. The ore is now known as concentrates, containing 65.5 per cent iron and is passed on for further treatment, which will be explained farther on. The rock is known as tailings, which make excellent sand and aggregate for concrete, locomotive sand, railroad ballast, and many other things. About 78,000 tons of these tailings went to market last year.

The iron ore concentrates after leaving the concentrator go to the sintering plant, where it is mixed with about five and one-half per cent fine anthracite coal, known as silt. A slight amount of water is added as a temporary binder, and the mixture of concentrates and coal is ignited and passed over a series of traveling perforated grates, and by the aid of an induced draft-fan the coal burns, at the same time fusing the particles of ore together into a cellular mass which looks something like the clinker from the fire box of a locomotive.

This sintered iron ore, with the exception of that which is sold direct to ore customers, is sent to the company's blast furnace at Standish, N. Y., five miles south of Lyon Mountain, where it is smelted into Chateaugay low phosphorous copper free pig iron. This pig iron has no equal for high grade steel manufacture and is used extensively by the leading steel companies of the country. Some of it moves by rail as far west as Salt Lake City, Utah, carrying a freight rate almost equal to the price of the iron. Some of it moves via rail and water to South America and at times to Japan.

Iron ore is an oxide of iron. The two principal ores are hematite, Fe_2O_3 and magnetite, Fe_3O_4 . The Adirondack ores are mostly magnetite, magnetic. Pure magnetite contains about 72.4 per cent iron, the balance being oxygen. Therefore, the Chateaugay sintered ore contains 65.50 per cent iron, about 7.00 per cent silicate in the form of rock, and about 27.50 per cent oxygen.

The sintered ore is put into the blast furnace, together with the coke and limestone. The fur-

nace is kept full of these materials of proper proportions at all times. The coke is automatically ignited at, or near, the bottom of the furnace at a point called the bosh. As the coke burns it liberates gases in the form of carbon, carbon monoxide, and carbon dioxide. These gases as they go up through the furnace, unite with the oxygen in the ore and continue on out of the furnace in various gaseous compounds, so that by the time the ore has reached the top of the bosh, which is near the bottom of the furnace, all of the oxygen has been completely eliminated from it.

The ore and the small amount of rock in it is now smelted into a molten condition and drips down into the hearth, which is the bottom of the furnace. The carbon dioxide gas is eliminated from the limestone on its way down through the furnace, so that it enters the hearth as lime, which is necessary as a chemical constituent in the process.

The rock in the ore, the ash from the coke, and the lime form what is known as the slag. The proportion of each of these ingredients must be properly calculated so that the slag when in a molten condition, through chemical reaction, will absorb the impurities and prevent them from getting into the iron.

The molten iron being much heavier than the molten slag, naturally remains in the bottom of the hearth and the slag floats on top of the iron, just as cream does on milk, except that in this case the cream in value is on the bottom. The iron and slag are drawn from the furnace through separate tapping holes, periodically. The process must be continuous, twenty-four hours per day, every day in the year.

The bulk of the iron ore used in this country for a great many years has come from the Great Lakes region. These ores are mostly hematite, Fe_2O_3 . Pure hematite contains about 70 per cent iron, the balance being oxygen. Hematite ore, being non-magnetic, does not lend itself readily to separation or concentration. Therefore, these ores are usually put into the blast furnace in their crude form as they are taken from the ground. Naturally, in the early years, the richest of these ores were mined and smelted, so that, today, they have difficulty maintaining an ore containing 51 per cent iron, and at the rapid rate of depletion of the Lake ores, together with the lowering of the iron content from year to year, it would seem that it will not be many years before these vast deposits of Adirondack ores will be in great demand.

Largest Hotel Keeper

WITH 35,000,000 guests a year, the Pullman Company is the most extensive hotel keeper in the world. From a modest beginning 60 or more years ago, under the supervision of George M. Pullman, the Pullman Company now handles more than 100,000 travelers a day. This is a yearly total equaling nearly one-third of the country's total population, the company's passengers traveling in a year a total of 13,600,000,000 miles.

Police Pistols Win Match

(Continued from page 169)

encouraging marksmanship. It teaches the officer how to handle a gun safely. A pistol in the hands of a man who does not know how to use it may cause the serious injury or death of innocent bystanders in the event that the officer has to shoot to stop a law breaker. Through the incessant practice necessary to attain a high degree of accuracy with a rifle or pistol, the policeman becomes thoroughly familiar with the weapon. That this end is being accomplished on the Delaware and Hudson is indicated by the Police Department team's victories in competitive matches.

Dressed in their new royal blue and gold shooting jackets the rifle and pistol team will present a snappy appearance in their next contest. Hereafter, the team, which has won general recognition for its expert marksmanship, has been attired in the regulation uniform on the range; in the future they will wear jackets designed especially for them.

Rifle and pistol teams representing our Police Department won both of the main events at an invitation tournament held by the Warren County Fish and Game Association on the Moreau Rod and Gun Club's range at Ashley's Switch, on the Glens Falls-Saratoga Springs road, May 11, each team winning a silver cup. The teams were headed by INSPECTOR J. P. ANDRES as captain.

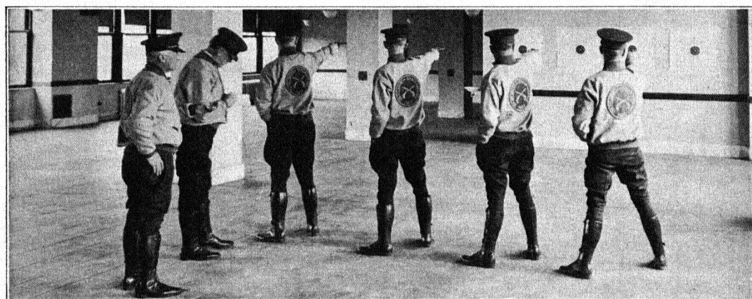
In the rifle match, which began at 10:30 A. M., each man fired fifteen shots, five standing, five sitting, and five prone, at a military "A" target with an 8 inch bull's eye, at a range of 200 yards. A "bull's eye" counted five points, and the outer circles, 4, 3, and 2, respectively, making a possible perfect score of 75. Rifles were loaded

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while in position to fire, one shot being loaded at a time, inasmuch as the use of magazines was not allowed. Our team won this match with a score of 331; the Warren County Fish and Game Association's team placed second with 324; and the Lake George American Legion finished third at 312.

PATROLMAN HARRY J. RUSS' perfect score of 100 proved the feature of the pistol match which opened at 1 P. M. This event was shot on a 20 yard range, each man firing 10 shots from a standing position at a "L" military target with a five inch bull's eye and seven outer rings counting from 10 down to 2. The Delaware and Hudson Team scored 490 in this event as compared with the Glens Falls Police Team's total of 453, and 449 for the Lake George American Legion.

REVOLVER	
Delaware and Hudson Police	
RUSS, HARRY J.	100
MASKO, BERNARD R.	99
PENNINGTON, LUTHER B.	98
GRATCOFSKY, LEO	98
ABEL, OTTO B.	95
Team Total	490
Glens Falls Police Team	
Lord, L.	97
Blowers, L.	96
Stewart C.	93
Loughlin, J.	89
Maxem, C.	76
Team Total	453
Lake George American Legion	
Elkins, William	96
Gifford, Harold	93
Barnes, John	92
Hamel, Jack	89
Neuer, Art	79
Team Total	449



Complete scores were:

RIFLE				
Delaware and Hudson Police				
	Standing	Sitting	Prone	Total
RUSS, HARRY J.	21	24	24	69
PENNINGTON, LUTHER B.	20	24	23	67
MASKO, BERNARD R.	23	21	22	66
DARLING, HARRY J.	20	22	23	65
Gratcofsky, Leo	18	23	23	64
Team Total				331
Warren County Fish and Game Association				
Hamel, Jack	21	23	24	68
Elkins, William	20	25	23	68
Gifford, Harold	20	24	22	66
Howe, Beecher	22	20	19	61
Dennis, William	19	21	21	61
Team Total				324
Lake George American Legion				
Manix, A.	23	20	23	66
Fuller, D.	21	21	21	63
Ellsworth, E.	19	22	21	62
Boullia, L.	19	22	20	61
Fuller, R.	19	22	19	60
Team Total				312

For the present the team has no matches definitely in view except the annual shoot at Camp Perry, Ind., which will be held some time early in September. Through its Captain, INSPECTOR J. P. ANDRES, and his assistant, LIEUTENANT C. W. BENTLEY, the team plans to meet other teams on the range at regular intervals.

A tailor had a great desire to hear one of his patrons, a famous tenor, sing. So the tenor gave him tickets for the performance of "Tosca," and asked him the next day how he liked the show.

"Oh, it was awful, simply awful," replied the tailor.

"Awful? How so?" asked the tenor.

"Your coat," the tailor groaned, "was too tight under the arms."—*Leaps and Bounds*.

All men are born equal. Then they begin to outgrow it.—*Toledo Blade*.

Clicks from the Rails

Oddities of Engineering

Going west from Lombard, Mont., C. M. St. P. & P. trains run a considerable distance almost due south along one side of a small river; on the opposite side of the stream west-bound trains of the Northern Pacific run almost due north. Trains going to the same destination thus run in exactly opposite directions for about thirty miles.

A somewhat similar situation is that presented by the B. & O. and Pennsylvania lines from Chicago east. From Chicago, B. & O. trains pass through Washington to get to Baltimore, while Pennsylvania trains pass through Baltimore to get to Washington. Furthermore, the Pacific terminal of the Panama Canal is further east than the Atlantic terminal.—*Pullman News*.

"Smoky Mary" 100 Years Old

The Pontchartrain railroad, one of the shortest lines in America, celebrated its one hundredth anniversary recently. Eight trips daily are made by the railroad's one train, running between Pontchartrain Junction and Milneburg, a distance of 4.96 miles. Twelve trips on Sundays are made to and from Lake Pontchartrain by the train, which has come to be known as "Smoky Mary." The train crew members have entire charge of the movements of the train, there being no trainmasters, dispatchers, or signals, inasmuch as there is no danger of collision.

Blind Tunnel

Did you know that there is a railway tunnel in this country that has only one portal? Unless you have been over the three-year old Cascade line of the Southern Pacific in Oregon, you probably did not. This tunnel is to be found at the summit of the Cascades. It was necessary, at this point, to build a wye to turn helper engines for their trip back down the mountain. There was not enough space to build the wye entirely in the open air, so the engineers solved the problem by building a tunnel to accommodate the stub end of the wye. The bore runs into the mountain and then stops.—*Exchange*.

Uses Tracks for Highway

At Burlington, N. J., the Pennsylvania's tracks run parallel with Broad street. One Saturday night, a motorist made a wrong turn at Broad and High streets, landing car and all on the tracks which are level with the street. Then he thought he heard the screech of a train whistle.

Jamming his foot on the accelerator he started the auto down the tracks trying to keep ahead of the imaginary train. Shoppers rubbed their eyes and stared at the machine, bumping and rumbling, first over the ties, then on the rails. Somebody called the Trenton division train dispatchers. They replied that the motorist had a "clear block," but thought it might be a good idea to get him on a more even keel. Two tires blew out. Bystanders helped the perspiring car owner lift his machine from the railroad's right of way.

"Some night!" he said huskily, limping off into the gloom, after inquiring the way to the nearest repair station.

Beating London Fogs

The Southern of Great Britain, in announcing the introduction of color-light signals in place of semaphores on an important section of the road, made the statement that the use of this type of signal on the company's lines, led to a general speeding up of all traffic, and that they proved very effective in foggy weather. These signals give "three-block information" that is to say, a train occupying a given block sets the signal behind it at red; the second signal in back at yellow; and two yellow lights on the semaphore two blocks in the rear.

What's in a Name?

Tenino, Wash., is not an Indian name, as some people are sometimes led to believe. This station on the Northern Pacific, south of Olympia, Wash., received its name during the construction days of the Northern Pacific. It was a temporary railroad, and was named for the first locomotive to reach there, the 1090, pronounced ten-nine-o.—*Railway Age*.

Increasing Use of Airplanes

Continued increase in passenger and mail use of airplanes is noted in a survey by the American Air Transport Association here. The association stated that scheduled air mail and passenger operations in the United States are covering 84,656 miles daily, stopping at 206 communities.

More than 20,000 miles of the total is being flown at night, and 3,000 more miles of the routes will be equipped for night flying in the near future.—*United Press*.

A Lucky Boy

Eugene Didelotte, aged four, of Evansville, Ind., is one of the few people who have ever been run over by a 20-car freight train and come out unscathed. The child was walking along the Louisville and Nashville embankment, when he was struck by one train and knocked under another. A score of cars passed over him before the train could be stopped. The anxious trainmen pulled Eugene out from underneath, entirely unharmed and quite undisturbed by his hairbreadth escape.—*Railway Age*.

Shortest Railroad

The shortest independently owned and operated steam railway in the United States, the Cassville and Exeter, is said to carry more fruit per rail mile than any other line in the country. The road is five miles long, and owns only one engine, which makes but one round trip daily. Dave Dingler, for forty-three years a railroader, is President, General Manager, and Engineer. James C. Ault, is Recorder and Secretary, while Mrs. Dingler is first and only Vice-President.

Engine Safer Than Auto

A recent accident at Harlingen, Tex., indicates that it is much safer for railroaders to stick to the railroad. Walter E. Nixon, engineman on the Gulf Coast Lines, was killed there recently when the automobile he was driving, was struck by another, driven by his own fireman.

A Nation's Builders



NOT gold, but only men can make
A people great and strong—
Men who, for truth and honor's
sake,

Stand fast and suffer long.
Brave men, who work while others sleep.
Who dare while others fly—
They build a nation's pillars deep
And lift them to the sky.

—Ralph Waldo Emerson.